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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Poland

DATE:

SUBJECT State of the Port of Gdynia

DIST. ~~XX~~ July 1947

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SUPPLEMENT

ORIGIN

DISTRIBUTION

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STATE	WAR	NAVY	JUSTICE

1. War Damage.

The port of Gdynia suffered enormous destruction during the war: quays demolished, cranes removed or rendered unfit for use, ships wrecked (e.g. the Gneisenau blocking one of the entrances to the port), warehouses and factories destroyed, tools lost. On the other hand the town itself, compared with others in Poland, did not suffer so much.

2. Reconstruction.

Since the beginning of 1945 a tremendous effort has been made to place the port and its installations in operation. In spite of the extent of the damage the results obtained are remarkable especially in view of the limited means at Poland's disposal. The financial effort required for the reconstruction is particularly great. The reconstruction of the quays and jetties is not on a par with that of the warehouses. It should be noted that the port personnel is, in general, the same as before the war.

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3. Channel Depths.

In 1939 the port had an access channel of 12 meters depth. The depth of the basins varied from 10 to 8 meters. At present, because of wreckage, debris, etc., the depth varies from 8 to 9 meters, and ships with a draught of 24 feet have access to the port.

4. Present port equipment.

Gdynia has four pilots and three tugs (March 1947) for the entry and departure of ships. This is insufficient for the traffic and frequently causes delay to ships entering or leaving the port.

5. State of the Quays and Cranes, etc.

Rumanian Quay: no crane.

Czechoslovak Quay: 1 electric crane of 1.5 tons.

American Quay: no cranes.

(The space occupied by the three above-mentioned quays comprises the "Free Port". This territory is separated from the rest of the port by a metal fence, the entrances in which are guarded.

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Norwegian Quay: no crane.

India Quay: no crane. The grain store-house and factory for the manufacture of oils are situated here.

Rotterdam Quay: 2 electric cranes of 1.5 tons.

Polish Quay: 3 electric cranes of 1.5 tons.

3 electric cranes of 3.5 tons.

1 electric crane of 1.- tons.

This is the best equipped quay at present.

Pilotage Quay: 1 electric crane of 6 tons.

1 electric crane of 1.5 tons.

French Quay: 1 electric crane of 3.- tons.

Dutch Quay: 2 electric cranes of 7.- tons.

5 electric cranes of 3.5 tons.

Danish Quay: 1 metal ribbon coal transporter with capacity of 30 tons.

1 metal ribbon coal transporter with rubber revetment, capacity 20 tons.

Swedish Quay: 1 pontoon conveyer of 7.5 tons for coal and ore.

1 pontoon conveyer of 11 tons for coal and ore.

2 electric cranes of 7 tons.

The Danish and Swedish quays are those used mainly for the loading of coal.

Silesian Quay: completely destroyed. No crane.

Fishing Port: partially destroyed. There are dockyards here for the repair of small ships. These installations are damaged, however.

English Quay: quay destroyed, in course of reconstruction. No crane.

Wilson Quay with "President" Basins: not employed for merchant shipping.

Yachting Port: partially damaged.

There is one floating crane with a capacity of 8 tons which is in use.

The floating dock was destroyed.

Beyond the Rumanian Quay the Germans had constructed during their occupation workshops and a concrete "station" at the entrance to the port which served as a submarine shelter.

The lifting equipment of the port is at present limited and therefore restricts the tonnage capacity of the port. As the cranes have frequently been repaired with whatever happened to be at hand and as their maintenance cannot be carried out as desired, some machines are from time to time out of operation for a period.

6. Port Installations.

The quay equipment is very well arranged.

Railway lines run along the quays enabling freight cars to be brought within a few meters of the ships lying alongside. Transshipment from the cars to the ships is therefore easy.

"Short term" storehouses lie at the edge of the quays enabling goods coming either from the ships or from the freight cars to be stored. These goods can remain only for a limited period in the storehouses. Mobile electric cranes are situated between the edge of the quays and the "short term" storehouses.

Farther from the quays and separated from them by a road are the "long term" warehouses where goods can remain for an unlimited period and also certain factories.

There are variations from the disposition described above in the case of certain quays.

7. There is no means of transportation of personnel to the port at present. As distances are fairly great, there is considerable loss of time for personnel working in the port.

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8. Grain Elevator.

This elevator is situated at the edge of the India Quay. The present director is Mr. Jankowski. It is being used by the Spolem Cooperative. The building was constructed in 1933/34 and was not damaged during the war. Capacity is 10,000 tons, which, although small, sufficed for the requirements of pre-war times. Grain arriving at Gdynia by rail did not remain long in the elevator but was trans-shipped within a short time for export.

In April 1947 the elevator was being used for the storage of grain furnished to Poland by UNRRA. The grain did not remain long in the elevator but was sent by freight cars to the distribution centers in the interior of the country. Because of the shortage of sacks the grain was dumped loose into the closed cars.

The elevator itself is a large eight story brick and concrete building in which are located the storage compartments and all the transmission machinery (conveyor belts, etc.). On the side facing the quay there are trap doors for the passage of grain into sacks.

Two mobile loading machines are located on rails that run the whole length of the elevator. The more powerful of the two is electrically equipped for loading by air suction. It has a very accurate automatic weighing machine with a maximum capacity of 1,000 kg. It is also equipped with a blowing machine for separating grain impurities. It has a capacity of some 100 tons per hour.

9. "Union" Oil Factory.

This factory, situated at the India Quay, is being by Spolem. It manufactures oil (comment: kind not stated). In April it dealt only with products supplied by UNRRA. 50X1-HUM

10. Fish Cannery.

This cannery, the Baltoka Spolka Rybna Sp.z.o.o., is situated near the fishing port and is operated by Spolem.

11. Cotton Warehouses.

These are located in the "Free Port" area and are as follows:

No. 6, a large brick warehouse, one story, situated at the end of the American Quay near the Norwegian Quay. It is equipped with numerous metal doors permitting easy access. The floor is concrete and the roof is of wood and concrete. It is well lighted. Its capacity is about 12,000 bales or, if they are placed one on top of the other, of 24,000 bales. Since there are no mobile cranes (they were removed during the occupation) it is difficult to tow the bales in more than two layers.

No. 7, a large one-story brick warehouse, located inland facing the India Quay. This warehouse is undergoing repairs, which are far advanced.

No. 9, a large one-story brick warehouse, located near No. 7. Repairs on this building are also far along.

12. Weglowy Basin (Coal Basin).

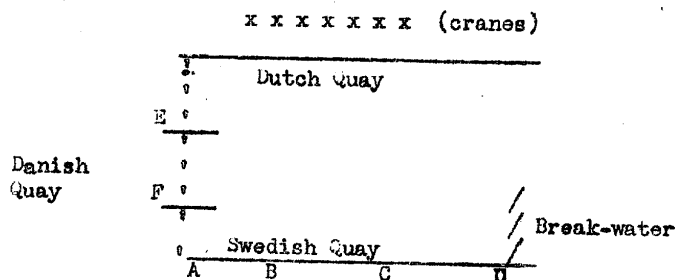
This basin is the only one at present employed for the loading of coal. It is a large basin situated at the entrance to the main port. Following is a rough sketch:

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All three quays shown above are employed in the loading of coal, but particularly the Swedish and Danish Quays, which are specially equipped for this type of work.

Swedish Quay: Two electric pontoon conveyers of 7.5 and 11 tons respectively (A and B). Loading is effected by means of grapnels of approximately 4 tons. The loading capacity of each machine is approximately 900 tons in 8 hours.

Two electric cranes of 7 tons (C and D) with grapnels, with a capacity of approximately 700 tons per machine (comment: apparently 700 tons in 8 hours is meant).

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Danish Quay: One 20-ton coal carrier (F) with conveyer belt.

One 30-ton coal carrier (E) with conveyer belt.

The capacity of these machines is approximately 500 tons in 8 hours. They are not suitable for the loading of small coal as the cog-wheels become blocked.

Dutch Quay: 7 cranes (see para. 5 above for details) all equipped with grapnels.

Some 100 meters from the Swedish Quay in the direction of the road there are large sites for the stocking of coal which arrives at the port when there are no lading ships. Good partitions are placed between the different kinds of coal. The storage sites are paved with concrete and grapnels can therefore be used to remove the coal. These storage sites are also situated at the edge of an approach road where it is more difficult to keep watch, and thefts of coal can take place.

The cranes are not equipped for weighing and the quay has no weighing deck. There is one however on rails near the shunting station.

13. The firm POLCOAL has a small office at the Swedish Quay dealing with questions directly concerned with loading. The main office is situated near the Dutch Quay. This office issues the instructions for the loading of ships and the distribution of freight cars arriving at Gdynia.

14. The loading capacity at Gdynia is approximately 7,000 to 8,000 tons per 24 hours.

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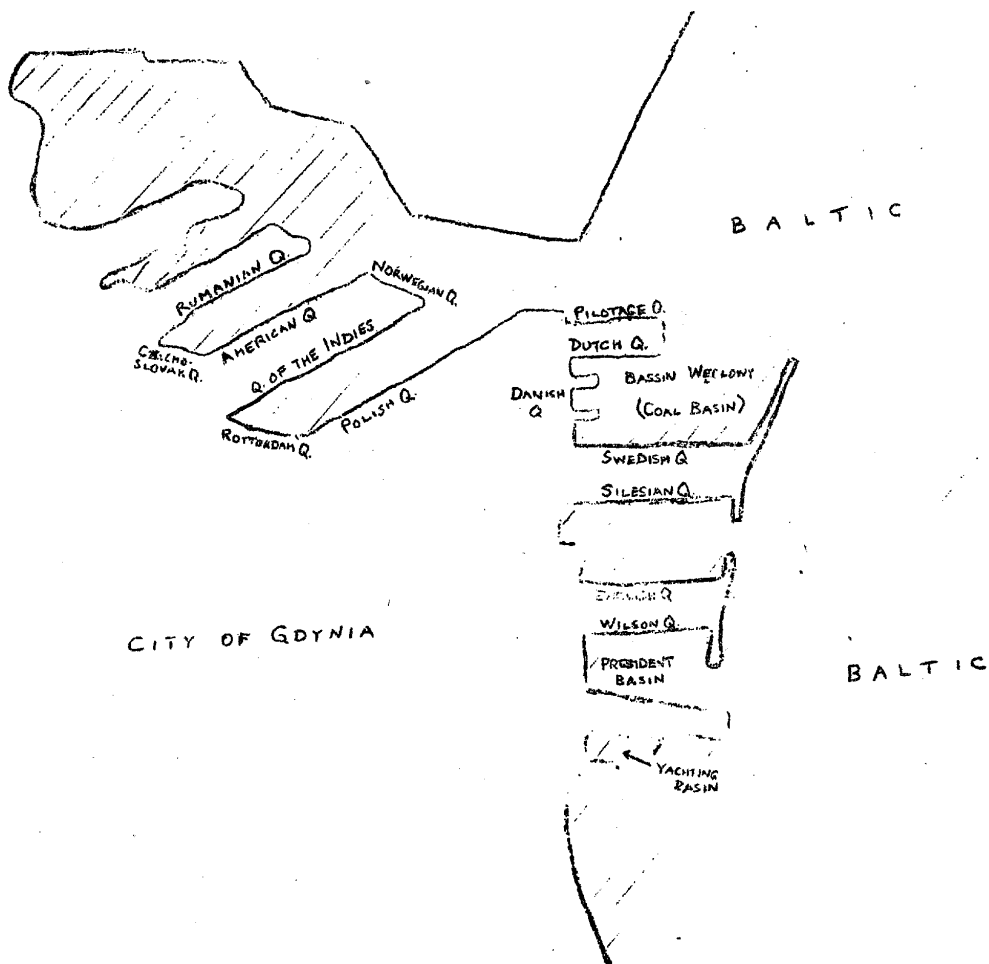
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PLAN OF THE PORT OF GDYNIA: -



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